

PATENT APPLICATION

**IN THE UNITED STATES PATENT AND TRADEMARK OFFICE
BEFORE THE BOARD OF PATENT APPEALS AND INTERFERENCES**

In re application of

Docket No: Q67282

Gerard AUVRAY, et al.

Appln. No.: 10/000,362

Group Art Unit: 2618

Confirmation No.: 9785

Examiner: Sujatha R. SHARMA

Filed: December 4, 2001

For: A SYSTEM FOR PROVIDING A MOBILE TELEPHONE SERVICE ON BOARD A
VEHICLE

RESPONSE TO NOTICE OF NONCOMPLIANT APPEAL BRIEF

MAIL STOP APPEAL BRIEF - PATENTS

Commissioner for Patents

P.O. Box 1450

Alexandria, VA 22313-1450

Sir:

Responsive to the Notice mailed May 9, 2008, appellant submits the following corrected portions of the Appeal Brief.

Respectfully submitted,

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Date: June 9, 2008

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III. STATUS OF CLAIMS

Claims 1-14 are pending.

Claims 1-3, 5-7 and 9-14 are rejected under 35 USC 102(a) as anticipated by Lidbetter (EP 1079547).

Claims 4 and 8 are rejected under 35 USC 103(a) as unpatentable over Lidbetter in view of Horrer (USP 6,321,084).

The rejections of all of claims 1-14 are appealed.

V. SUMMARY OF THE CLAIMED SUBJECT MATTER

As described at page 1 of the present application, the invention relates to a technique for connecting a call from a mobile telephone user on a vehicle to a mobile telephone user connected to a terrestrial network. Conventionally, when a user (e.g., USER 1, Fig. 1) onboard the vehicle V1 requests setting up a call to a terrestrial user (USER 2), the mobile telephone connection process requires first a connection request (1 in Fig. 2) of the user to the onboard equipment A₁ that handles calls, then a connection request (2 in Fig. 2) from the onboard equipment A₁ to the terrestrial equipment B, then setting up and activating (3 in Fig. 2) the connection between the equipments A₁ and B, and then connecting (4 in Fig. 2) the equipment unit B to the terrestrial user. The present invention seeks to reduce the connection time required to connect such a call, and the solution provided by the invention is to set up (E1 and E2 in Fig. 3) the connection between the equipments A₁ and B ahead of time, and then when a connection request (E3 in Fig. 3) is received, as described at lines 15-22 of page 4 of the specification, it is only necessary to (1) activate (E4 in Fig. 3) the A-B connection and (2) make a connection (E5 in Fig. 3) from the terrestrial equipment B to the called user.

With reference to claim 1, Fig. 1 illustrates a system in which the invention is embodied, with mobile telephones shown within vehicle V1, the public land mobile network being shown in Fig. 1 as including mobile switching center (MSC), a visitor location register (VLR) and a public switched telephone network (PSTN), with the satellite shown at S, as described at lines 26-35 of page 3. Fig. 2 illustrates the prior art sequence of steps for setting up a call, Fig. 3 illustrates the inventive sequence of steps. The means for setting up the transport connection before receiving

a call request and for then subsequently using the established transport connection, are the hardware and software portions of the equipments A and B in Fig1 which implement the steps in Fig. 3, all as described at lines 4-22 of page 4.

With reference to method claim 5, the mobile telephone is shown at A₁ in Fig. 1 and USER 1 in Fig. 3, the setting up step is illustrated at E1 and E2 in Fig. 3, and the using step reads on the activation and connection steps E4 and E5 in Fig. 2.

With reference to the dependent claims, claims 2 and 6 recite that after the transport connection is set up ahead of time, it remains in a standby state until a call setup request is received. This is discussed at lines 15-17 of page 4. As described at lines 16-17 of page 4 and reflected in claims 13 and 14, the transport connection consumes substantially no power in the standby state.

Claims 3 and 7 describe the transport connection timing out and then being activated after a time delay. This is discussed at lines 21-22 of page 4.

Claims 9 and 11 describe that the transport connection can be used without further selection process when a call setup request is received. This reflects the discussion at page 4 and operation in Fig. 3 where the transport connection need only be activated.

Claims 10 and 12 describe that the transport connection is a connection for a single call, which is as illustrated in Fig. 3. Note that if the transport connection were some type of “reservation” of connection capability for multiple calls, then before the connection could be used it would be necessary to select some subset of the connection capacity for a given call. This

is not the case in the present invention wherein it is only necessary to activate the connection from the standby state.